

5. (Amended) A pneumatic tire as set forth in Claim 1, characterized in that said auxiliary grooves are arranged substantially on said shorter diagonal lines.

6. (Amended) A pneumatic tire as set forth in Claim 1, characterized in that said auxiliary grooves have a depth of no less than 30 % of the depth of said main grooves.

8. (Twice Amended) A pneumatic tire as set forth in Claim 1, characterized in that said end portion grooves are opened in said main grooves the closest to the end portions of said auxiliary grooves.

11. (Twice Amended) A pneumatic tire as set forth in Claim 8, characterized in that said end portion grooves are formed on the two end portions of said auxiliary grooves; and in that one auxiliary groove is opened in one of the main grooves opposed to each other whereas the other auxiliary groove is opened in the other of the main grooves opposed to each other.

12. (Twice Amended) A pneumatic tire as set forth in Claim 8, characterized in that said end portion grooves are as deep as or shallower than said auxiliary grooves.

A4 14. (Amended) A pneumatic tire as set forth in Claim 1, characterized in that the shortest distance between the end portions of said auxiliary grooves and said main grooves the closest to said end portions is no less than 15 % but less than 35 % of the length of said shorter diagonal lines.

SB89 18. (Amended) A pneumatic tire as set forth in Claim 15, characterized in that the angle formed between said shorter diagonal line and said central auxiliary groove portion is within \pm 20 degrees.

5 19. (Amended) A pneumatic tire as set forth in Claim 15, characterized in that said central auxiliary groove portion is arranged substantially on said shorter diagonal line.

20. (Amended) A pneumatic tire as set forth in Claim 15, characterized in that said central auxiliary groove portion has a depth of no less than 30 % of the depth of said main grooves.

21. (Amended) A pneumatic tire as set forth in Claim 15, characterized in that the angle formed between said end portion auxiliary groove portions and the neighborhood main grooves, in which said end portion auxiliary groove portions are not opened, of said main grooves is no more than 30 degrees.

AS *Subj* 22. (Amended) A pneumatic tire as set forth in Claim 15, characterized in that said end portion auxiliary groove portions are as deep as or shallower than said central auxiliary groove portion.

AS *Subj* 24. (Amended) A pneumatic tire as set forth in Claim 15, characterized in that said auxiliary groove includes chamfered portions formed at the two corner portions of the opened portions of said auxiliary groove in the tread, when viewed in a section normal to the longitudinal direction at each point of the longitudinal direction.

AS *Subj* 27. (Amended) A pneumatic tire as set forth in Claim 24, characterized in that the maximum of the length L of said chamfered portions, as measured in parallel with the tread, in said section normal to the longitudinal direction of said auxiliary groove is no less than 5 % and no more than 50 % of the maximum width W , as measured in the tire axial direction, of the land portion having said auxiliary groove.

AS *Subj* 28. (Amended) A pneumatic tire as set forth in Claim 24, characterized in that the depth H of said chamfered portions at each point in the longitudinal direction of said auxiliary groove is changed gently so that the change in the ground contact pressure which occurs inside the land portion under a lateral force may be small.